

she almost fainted. To-day she lies on a couch, her head bound with cloths. "I am glad he has been punished, but it was terrible that so many other men had to suffer," she said. "There is no doubt that he was the man. I recognized him the minute the police brought him in. I recognized his voice when he spoke. As he pushed me into the ravine that night he continually told me to shut up. He was the man and I am glad he has been punished."

Miss Loebeck's mother said: "I am glad they killed the negro. I have raised thirteen children. Nine are living. I have lived in this house twenty-seven years, and to think of this kind of thing should come to us after years of hard work."

Mayor Smith, who was twice hanged to a trolley pole because he refused to order the negro delivered to the mob, and who was thought last night to be dying as a result of the treatment, is resting easier to-night in the hospital. His spine is injured. His condition still is serious.

At 8 o'clock to-night the soldiers were in command of the situation at all points. Pedestrians were not permitted to pass the court house.

Col. Jacob Wuest, commander at Fort Omaha, has ordered that all firearms of every sort be turned in, but practically none has been surrendered. The police have appealed to all to stay within doors to-night.

A thunderstorm broke over the city to-night, and authorities believe this will dampen the ardor of rioters.

PRISONERS IN PERIL GIVE NEGRO TO MOB

Sheriff Tells of Scene in Burning Court House.

By the Associated Press.
OMAHA, Sept. 29.—Sheriff M. L. Clark, who had charge of about 100 prisoners at the county jail on an upper floor of the court house when the mob last night set fire to the building in its search for the negro who later was lynched, told to-night how he tried to fight off the mob.

When the heat from the burning building became intense the prisoners were ordered to get out for safety. While on the top of the building the crowds in the streets below were shouting for the negro. Other negroes attempted to throw bricks from the building, but were overpowered and prevented from doing so by the sheriff and his deputies.

Shots were being fired by the mob toward the top of the building where the prisoners were, and other shots were coming from the roofs of nearby buildings. Fire was belching from the air shafts and a dense smoke was making it almost impossible for men to breathe. Some of the prisoners were praying, others cursing. Some of them urged the others to give up Brown.

Brown, reports indicate, was the common man of all the prisoners. He had nothing to say. He seemed to realize, Sheriff Clark said, that every other prisoner wanted him turned over to the mob.

Finally after the prisoners had been on the roof about fifteen minutes the sheriff decided to take the men to the floor below. The sheriff stationed himself on a stairway that led down from the roof and told the men to follow him. In the meantime some of the mob had worked their way up to the top of the building.

"The whole stairway just below me was just jammed with rioters," Sheriff Clark said.

For an instant as he was standing on the stairway the sheriff had his back turned to the prisoners as they rushed above him when suddenly Brown was pushed by negro prisoners past the sheriff and into the hands of the mob.

After Brown's delivery the sheriff managed to keep most of his prisoners on one of the upper floors until the fire was under control. During the excitement on the roof the sheriff released thirteen women prisoners.

The prisoners were suffering from heat for about an hour. While they were on the roof at least three of them were struck and injured by stray bullets.

"While I was standing on the stairway after we had been driven from the roof by the intense heat, smoke and bullets," the sheriff said, "I was confronted with the mob, and it was while I was trying to hold them off that Brown was pushed into the hands of the mob."

1,354,000 TONS OF U. S. SHIPS TIED UP

Sailings of Shipping Board's Vessels Suspended Owing to British Strike.

84 CRAFT ARE RECALLED
Altogether 221 Are Affected—
Few Chances for Diversion of Cargoes.

Special Despatch to The Sun.
WASHINGTON, Sept. 29.—The British railway strike has tied up considerably more than a million tons of American shipping. The Shipping Board to-day suspended all sailings of Shipping Board vessels for British ports, and is to recall to home ports eighty-four vessels which are en route, loaded for various destinations in the British Isles.

The following telegram was sent out to-day by W. F. Taylor, assistant director of the division of operations, to all operators:

To avoid congestion and bunkering difficulties as result of impending railway strike, and in line with action likely to be taken by British owners, all sailings of Shipping Board vessels for United Kingdom ports are hereby suspended and vessels ordered held in port. Discontinue at once further bookings, loading and clearances for United Kingdom ports.

This message was prompted not by the tie-up of all British ports but by an order in council issued by the British Government. The order in council prohibited the furnishing of bunker coal or the giving of bunker licenses to any vessel in United Kingdom ports except those under the British flag.

There are now eighty-seven American vessels in various British ports. They will be held there indefinitely unless they have bunkers. In addition to this there are fifty vessels of 350,000 deadweight tonnage loading cargo in American ports destined for United Kingdom ports. These vessels will be held up and loading stopped. The eighty-four vessels en route under load aggregate 429,000 deadweight tons, making in all 221 ships of 1,354,000 deadweight tons of American shipping effectively tied up. The vessels that may be able to leave British ports may cut this figure down, but the cut is not expected to be appreciable.

Just how long the tie-up will last, Shipping Board officials do not know. Offhand there appear few possibilities for diversion of the cargoes. Vessels allocated for cargoes for the United Kingdom which have not started to load can be diverted to other uses, but operating officials are in a quandary as to what to do with the vessels loaded and en route.

If the tie-up is to be a long one they can be unloaded and placed in other ports, but this means a great loss of time and ship efficiency aside from the monetary loss of unloading and reloading.

American Liners
To Sail as Planned
They Will Take Enough Coal for Round Trip.

American liner passenger steamships will not be affected appreciably by the strike in Great Britain. They will get rid of the problem of coaling on the other side by taking enough coal from this side for the round trip. The Cunarder Line will sail to-day as scheduled and take sufficient coal to bring her back.

The Mauretania, due to sail Thursday, will depart this full hour. She has not the bunker capacity for a round trip, so she may coal at Cherbourg, one of her ports after leaving to Southampton, if she cannot get coal at the latter place.

Strikers in Scotland similarly have blocked two trains.

The London and Brighton company denies that 75 per cent of the engine drivers and firemen of its line have offered to resume work.

Except on certain of the trunk lines to the north trains are now running on nearly every railway. An official report says the Great Western service is almost normal.

Many up river residents are traveling to and from London by the Thames. The London union of electricians has decided to take action in connection with the strike at present.

The power station in Chelsea of the underground railways is fully manned by volunteers. The renewal of the power from this station will permit of the starting of the Surrey tramway, which will relieve considerably the situation in southern London.

Troops are being transported to important centers by torpedo boat destroyers, which also are conveying some mail.

Among the trains running to-day was an important one which started from Plymouth for London, bringing a large number of passengers, presumably many from arriving steamships. Some underground trains were started on the Metropolitan railway and a number of ropeway plants upon which electric lines are dependent and which were stopped by the strike are being operated by military and naval crews and by civilians.

In the Brighton district some trains are being run by union men who oppose the strike.

No attempts for a renewal of negotiations were reported to-day from either side. J. Bromley, secretary of the Firemen and Engineers, in a statement declared himself entirely satisfied with the progress of the strike, saying that the few trains running with the aid of amateurs did not affect the general tie-up. He feared that the struggle might continue for a long time and added:

"We regret the present position, but we are compelled to take this stand to support the very moderate claims of the National Union of Railway Men. Before the railroad men are beaten for lack of funds we are confident that every other trades union will come to their assistance. The motto of the engineers is 'Fight On.'"

J. H. Thomas, secretary of the National Union of Railway Men, said: "I observe with regret that an attempt is being made to turn this fight into a revolution, despite all my efforts to limit it to the form of a labor dispute. These efforts to transform its character into a revolution—any movement may succeed. I am not responsible for this. The railroad men are neither Bolshevik nor anarchists, but know what they are fighting for and are more determined than ever. Let those who are fanning the flame be prepared for the results of their efforts."

"We shall not be beaten. No avenue of settlement will be missed by me. Neither dignity nor pride will prevent me from settling what I know to be a terrible business—I have no fear of the result."

The Exchange Telegraph is authority for the statement that the Government considers the strike situation so well in hand that it will be needless to summon Parliament. The statement adds that in consequence of the disposition of many strikers to return to work the Na-

The Fate of Four Thieves!

Four employees of New York financial institutions absconded last month with amounts of their employers' money ranging from \$40,000 to \$178,000. We bonded them all and paid the loss.

One of these four absconders was pursued across the Continent and almost immediately arrested and imprisoned.

Two others voluntarily surrendered, their nerve gone and spirit crushed, having found that they had permanently wrecked their business careers, family lives and social positions; and that no hunted, haunted man can ever enjoy either precarious liberty or stolen wealth.

As for the fourth thief, his fate has been terrible beyond description. Apparently, he was stabbed to death by treacherous accomplices beside a lonely country road.

After reading of the price paid by these four recent absconders, what employee can believe that stealing pays; that the wage of sin is ever anything but misery or death; or that a man with a good business position can ever profit by becoming a thief?

Our experience of thirty years, dealing with nearly 70,000 defaulters proves beyond any doubt it does not pay to be dishonest!

No thief or embezzler was ever made happy by stolen money and they are always arrested sooner or later.

NATIONAL SURETY COMPANY

Home Office—115 Broadway Brokers' Branch—89 Maiden Lane
WORLD'S LARGEST SURETY COMPANY

VOLUNTEERS OFFER TO OPERATE TRAINS

Continued from First Page.

road yards despite all efforts to get it distributed, and it is felt that this loss will have an effect later.

TRANSPORT MEN ARE HESITATING

Prospect of Spread of Strike Is Less Ominous.

LONDON, Sept. 29.—The possibility of an extension of the railroad strike to a few other unions has not been overlooked by the Government, but little anxiety is expressed over this. The Transport Workers Federation, at a meeting to-night, postponed decision on the question whether a general strike of railway, omnibus, dock and river-side workers was to be called. Postponement was due to the inability of several delegates to reach the meeting because of the strike.

If the transport workers decide later to strike the Government is said to be prepared to use every facility at its command to keep the services going.

Employment of the military in this connection has not been mentioned, there being sufficient volunteer workers to take charge of operating trains running between London and to-day. These regulations are stricter than any for the last year and affect all kinds of meat, butter and sugar. Cured meats, which were rationed only slightly during the war, were placed in the same category with other meats in the strike ration system.

Fish were not included in the edict as the lack of transportation is affecting the supply. Many of the restaurants have eliminated butter from their menus and have restricted bread to one roll for each person. Miniature war steaks again have made their appearance to-day.

In Scotland 90 per cent of the railway workers are idle, but a few trains were run there yesterday and to-day for the carrying of passengers and perishable freight. These trains, according to reports, were run by union men who

were anxious to get to their homes. The Irish roads are still running, but the men there have been instructed by the union headquarters to hold themselves in readiness for a walkout at any moment.

SIX FOOD ROUTES TO BE KEPT OPEN

London Strives to Operate 1,000 Miles of Trackage.

Special Cable Despatch to The Sun and the Public Ledger.

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LONDON, Sept. 29.—Major-General Henry Thornton, general manager of the Great Eastern Railway, to-day said that six principal food and petrol routes are to be kept open during the railroad strike. These vital arteries represent one thousand miles of trackage as follows:

First—London to Liverpool, Birmingham and Manchester, 200 miles; second, London to Plymouth and East Coast ports, 125 miles; third, London to Southampton and Plymouth, 236 miles; fourth, London to Hull, 136 miles; fifth, London to Bristol, 117 miles; and sixth, London to Dover and Channel ports, 70 miles. Scotland and Wales for the moment are cut off from England. After the establishment of the skeleton routes enumerated, over which trains will have coaches attached for passengers, attention next will be directed to getting suburbanites to and from the large cities.

"Whereas, by reason of further changes in conditions that arose subsequent to the date of said supplemental agreement of November 17, 1913, the parties hereto did upon the fifteenth day of November, 1913, enter into a supplemental agreement again modifying the wage compensation provided in said agreement of November 15, 1913, appears the following:

"The advances herein provided shall become effective November 1, 1913, and shall remain in effect until the declaration of peace or until March 31, 1920, in case peace is not declared before that date."

"Whereas, the anthracite mine workers organization has since the supplemental agreement of November 15, 1913, shall remain in effect until March 31, 1920; it being understood and agreed that all of the covenants and conditions of the agreement of May 5, 1913, except as modified by the supplemental agreement of November 15, 1913, are hereby specifically reaffirmed and shall remain in full force and effect until March 31, 1920."

"Now, therefore, this agreement witnessed:

"That the advances provided in the said supplemental agreement of November 15, 1913, shall remain in effect until March 31, 1920; it being understood and agreed that all of the covenants and conditions of the agreement of May 5, 1913, except as modified by the supplemental agreement of November 15, 1913, are hereby specifically reaffirmed and shall remain in full force and effect until March 31, 1920."

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TWO NEGROES SLAIN BY MOB IN ALABAMA

Taken From Custody of Sheriff and Shot.

MONTGOMERY, Ala., Sept. 29.—Miles Philter and Robert Crocker, negroes, the latter a discharged soldier, were taken from county officials about five miles from Montgomery late to-day and shot to death by a mob of about twenty-five whites. Both negroes were charged with having assaulted white women.

The two negroes were being taken to the State prison at Wetumpka for safekeeping when the mob held up the automobile carrying them. The mob forced the county officials to surrender their arms, led the negroes into a wood and opened fire on them with shotguns and pistols.

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HARD COAL MINERS WIN WAR PAY SCALE

General Strike in Anthracite Field Averted by Action of Operators.

PACT BINDS TO MARCH 31
Continuation of Agreement
Was Demanded at Tri-District Convention.

Special Despatch to The Sun.
PHILADELPHIA, Sept. 29.—Demands of the anthracite mine workers organization for war scale wages until March 31, 1920, were granted to-day by the hard coal operators.

The action eliminates the possibility of a general strike in the anthracite fields, which was threatened by the workers to take place on November 1, should their demands be refused.

The conference, which lasted into the evening, was held in the offices of the Philadelphia and Reading Coal and Iron Company in the Terminal Building. Those affixing their signatures to the new agreement were:

On behalf of the anthracite operators: S. D. Warringer, president of the Lehigh Coal and Navigation Company; W. J. Richards, president of the Philadelphia and Reading Coal and Iron Company; C. F. Huber, president of the Lehigh and Wilkesbarre Coal Company, and W. L. Connell, an independent operator.

On behalf of the anthracite mine workers' organization: John T. Dempsey, president of District No. 1; Thomas Kennedy, president of District No. 7, and C. J. Golden, president of District No. 9.

John T. Lewis, acting international president of the United Mine Workers, was unable to attend the meeting, being engaged with the soft coal miners' controversy with operators at Buffalo.

W. W. Inglis, vice-president and general manager of the Delaware, Lackawanna and Western Coal Company, represented his company and acceded to the agreement.

Continuation of the war time agreement was demanded at the recent tri-district convention of mine workers at Wilkesbarre. The agreement as adopted to-day reads:

"Whereas, on May 5, 1913, an agreement was entered into by the parties hereto covering wages and working conditions in the anthracite field of Pennsylvania, for the four years' period, beginning April 1, 1913, and ending March 31, 1917;

"Whereas, by reason of further changes in conditions that arose subsequent to the date of said supplemental agreement of November 17, 1913, the parties hereto did upon the fifteenth day of November, 1913, enter into a supplemental agreement again modifying the wage compensation provided in said agreement of November 15, 1913, appears the following:

"The advances herein provided shall become effective November 1, 1913, and shall remain in effect until the declaration of peace or until March 31, 1920, in case peace is not declared before that date."

"Whereas, the anthracite mine workers organization has since the supplemental agreement of November 15, 1913, shall remain in effect until March 31, 1920; it being understood and agreed that all of the covenants and conditions of the agreement of May 5, 1913, except as modified by the supplemental agreement of November 15, 1913, are hereby specifically reaffirmed and shall remain in full force and effect until March 31, 1920."

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